

In the claims:

Please amend the claims as indicated:

1. (Currently Amended) An interior trim part for covering an airbag, comprising:

a two-dimensional carrier including a through-opening for the airbag recessed therein;

a surface décor;

a foam intermediate layer; and

an inlay applied to the intermediate layer and covering the through-opening, the inlay projecting beyond an edge of the through-opening on one side to overlap a region of the carrier to form a hinge of an airbag flap formed by the surface decor and the intermediate layer with the inlay, the inlay furthermore being at least partly penetrated by the foam forming the intermediate layer so that the foam effects a connection of the inlay to the carrier, wherein a distance between the edge of the through-opening and a location up to which the intermediate layer with the inlay separates from the carrier depends on an intensity of an opening impact of the airbag so that an amount of energy absorbed by a release the separation of the intermediate layer with the inlay from the overlapped region of the carrier varies based depending on the [[an]] intensity of an opening impact of the airbag.

2. (Original) An interior trim part according to claim 1, wherein the inlay is completely penetrated by the foam forming the intermediate layer.
3. (Canceled)

4. (Original) An interior trim part according to claim 1, wherein the inlay is manufactured of a thread fabric.
5. (Original) An interior trim part according to claim 1, wherein the inlay is fastened to the carrier at an end of the overlapping region which lies opposite the edge of the through-opening.
6. (Original) An interior trim part according to claim 1, wherein the inlay is one of riveted and screwed on the carrier at an end of the overlapping region which lies opposite the edge of the through-opening.
7. (Original) An interior trim part according to claim 1, wherein at least one of the inlay and the intermediate layer is weakened along the edge of the through-opening on at least one side not forming a hinge between the intermediate layer and the carrier.
8. (Original) An interior trim part according to claim 1, wherein at least one of a film and a non-woven fabric is applied behind the inlay.
9. (Original) An interior trim part according to claim 8, wherein the at least one of the film and the non-woven fabric is one of sewn and bonded to the inlay.
10. (Original) An interior trim part according to claim 1, wherein the overlapping region extends at least 4 cm past the edge of the through-opening.
11. (Original) An interior trim part according to claim 10, wherein the overlapping region extends at least 7 cm past the edge of the through-opening.
12. (Original) An interior trim part according to claim 1, wherein the trim part is one of an

instrument panel and a part of an instrument panel.

13. (Original) An interior trim part according to claim 1, wherein the intermediate layer is formed of a polyurethane foam.
14. (Original) An interior trim part according to claim 1, wherein the carrier is formed of polypropylene.
15. (Original) An interior trim part according to claim 1, wherein the carrier is reinforced on the edge of the through-opening by at least one of (i) a plastic-frame and (ii) a metal frame.
16. (Currently Amended) An airbag arrangement comprising:

an airbag; and

an interior trim part covering the airbag, the interior trim part including a two-dimensional carrier including a through-opening for the airbag recessed therein, a surface décor, a foam intermediate layer and an inlay applied to the intermediate layer and covering the through-opening, the inlay projecting beyond an edge of the through-opening on one side to overlap a region of the carrier to form a hinge of an airbag flap formed by the surface decor and the intermediate layer with the inlay, the inlay furthermore being at least partly penetrated by the foam forming the intermediate layer so that the foam affects a connection of the inlay to the carrier, wherein a distance between the edge of the through-opening and a location up to which the intermediate layer with the inlay separates from the carrier depends on an intensity of an opening impact of the airbag so that an amount of energy absorbed by a ~~release~~ the separation of the intermediate layer with the inlay from the overlapped region of the carrier varies based depending on the ~~intensity of an opening impact of the airbag~~ [[an]]

17. (Withdrawn) A method for manufacturing an interior trim part for covering an airbag, wherein the interior trim part comprises a two-dimensional carrier including a through-opening for the airbag recessed therein, a surface décor, a foam intermediate layer and an inlay applied to the intermediate layer and covering the through-opening, the inlay projecting beyond an edge of the through-opening on one side to overlap a region of the carrier to form a hinge of an airbag flap formed by the surface decor and the intermediate layer with the inlay, the inlay furthermore being at least partly penetrated by the foam forming the intermediate layer so that the foam affects a connection of the inlay to the carrier, so that an amount of energy absorbed by a release of the intermediate layer with the inlay from the overlapped region of the carrier varies based on an intensity of an opening impact of the airbag, the method comprising:

applying a sealing layer behind the inlay;

applying the surface décor to a rear-foaming tool;

introducing the inlay with the sealing layer into a cavity between the surface décor applied to the rear-foaming tool and the carrier so that the through-opening is covered; and filling the cavity by rear-foaming the surface décor.

18. (Withdrawn) A method according to claim 17, further comprising providing, after filling the cavity, at least one of the inlay and the intermediate layer with a weakening running along the edge of the through-opening.